GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of October 29, 1934. Vol. XIII. No. 17.

1. Yugoslavia: Mixing, but Not Melting, Pot.
2. Marseille, France's Gateway to the Orient.
3. Merapi, the "Smith" of East Indian Volcano Names.
4. An Air Pilgrimage to the Birthplace of Aviation.
5. Catalonia, Workshop of Spain.

Photograph by Alice Schalek

SHORT SKIRTS, HIGH HEELS—AND VEILS!

Included among troubled Yugoslavia's 13,900,000 inhabitants are more than 1,500,000 Moslems. Modern custom permits the women to wear European dress, but the veil is not yet laid aside in public. The men (right) still wear the fez (see Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

UMI

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Yugoslavia: Mixing, but Not Melting, Pot

YUGOSLAVIA, whose king recently was assassinated in Marseille, is southeastern Europe's cauldron of races, a mixing, but not melting, pot of many contrasting tongues, religions, customs, and traditions.

Immediately following the close of the World War, the new nation was molded from Serbia, Montenegro, and several provinces of the former Austro-Hungarian Empire. Serbia, with its capital, Beograd (Belgrade), was used as a nucleus, and to it were added Croatia-Slavonia, Slovenia, Bosnia, Dalmatia, Hercegovina, and other smaller units (see map, next page). This loosely-knit union was named "The Kingdom of the Serbs, Croats and Slovenes."

In 1930 a reorganization of the Kingdom took place. Its 33 provinces were consolidated into nine *banats,* or states, and a federal district around the Capital, Beograd. The Kingdom took the name "Jugoslavia," later changed to "Yugoslavia."

Second Largest Balkan State

Although Yugoslavia is the second largest of the Balkan States, with an area equal to that of our State of Oregon, much of the land is mountainous, barren, or rocky, and the bulk of the population is composed of peasant farmers, herders, and foresters.

It is easier to understand the problems that beset the nation when it is considered that of its 13,930,000 population about 10,700,000 speak Serbo-Croatian; 1,135,000 Slovenian, and other large blocs Romanian, German, Hungarian, Albanian, Italian, and assorted Slav languages.

Like a warp through the woof of these divergent tongues run several different religions, chief of which is the Serbian Orthodox. The total of other creeds, however—including Roman Catholic, Greek Catholic, Moslem, Jewish, and Protestant—outnumbers that of adherents to the State religion.

The kingdom lacks adequate roads, railways, telephones, and other means of communication. Many of its principal highways are of Roman origin, and are not suited to the needs of modern motor traffic. Of its 6,000 miles of railroad, almost a third is narrow-gauge. The Danube and the Sava Rivers, however, carry considerable commerce, and along the Dalmation coast the nation has several excellent harbors.

Lack of Coal a Problem

Yugoslavia's key industries, based on timber, chemicals, iron and sugar beet, are retarded by her lack of fuel. Costly importations of coal must supplement her inadequate output of about 5,000,000 tons a year. The output of the key industries, together with live stock, cereals, bauxite, and cement, form Yugoslavia's exports. Her imports consist chiefly of raw materials for her textile and other industries, to which purchases the United States contributes about 4 per cent.

After many hours' passage across the Serbian central plain, one is left with the impression that it alone might suffice as the granary of Yugoslavia's people. These farming folk were among the initiators of agricultural cooperatives.

The Serbs' native ideas about teamwork, however, may in part be due to their small (20-acre) farm holdings. Even more it may be traceable to the *zadruga,* under which time-honored arrangement married sons or sons-in-law simply

UMI

Photograph by Alice Schalek

THIS YUGOSLAVIAN VILLAGE RECALLS ROMAN AND MOSLEM CONQUESTS

Jablanica's arched bridge once rang to the tramp of Caesar's legions, and from the tall minarets Mohammedan faithful are still called to prayer. Jablanica rises from the banks of the Neretva, between Sarajevo and Mostar, in the mountains of west-central Yugoslavia (see Bulletin No. 1).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Marseille, France's Gateway to the Orient

MARSEILLE, venerable Mediterranean port, and ordinarily one of the gayest cities in France, is in mourning. The assassination of King Alexander of Yugoslavia and of Louis Barthou, French Foreign Minister, adds a touch of tragedy to the city which has long basked in the spotlight as France's colorful gateway to the Orient.

Marseille is a port city whose population includes people from every continent. Like nearly all the great ports of the world, it is varied and picturesque. Its shops and stores teem with commodities of many lands, and its activities range from sea trade and manufacturing, to catering to tourists; from café politics to art and literature.

The city is built around the old town, which, with its narrow streets and quaint old buildings, hugs the shore of the Vieux Port, a broad basin that until the middle of the last century was the harbor of the city (see illustration, next page). One steps out of this part of the city into the more modern district, where wide, busy avenues are flanked with modern French shops, trees and sumptuous cafés. Beyond rise residential sections, where Marseille workers live quietly after days amid a bustle of business, shipping, and industry.

Greatest Port of France

Marseille is not only the greatest port in France, but through its rapid growth during the last century, has earned the right to be called one of the most important port cities on the Mediterranean. Commercial traffic in 1870 amounted to about four and one-half million tons. During a recent year it passed the twenty-million-ton mark.

One of the principal reasons for the increase was the digging of the Suez Canal, which made Marseille the logical port through which to speed cargoes to and from India and the Orient. Meanwhile the city maintained its prestige as the French continental port from which to nurture French sea-borne commerce with Turkey, Syria and Palestine, and French colonies in Africa.

While a deep harbor was Marseille's great asset, the hills back of the city long cut it off from the rest of the continent, causing traffic to be shunted to other French and Italian sea outlets. Marseille, with the aid of the French government, tackled the problem of drawing more trade to its docks by boring tunnels and building highways. Railroads and canals now approach the city through long subways. The new Rove Canal, flowing through a four-mile tunnel, accommodates barges of 1,000 tons capacity, and links the River Rhône with the city.

Three Miles of Breakwaters

A decade ago the port could accommodate more than 2,000 vessels. Thousands of square feet of floor space had been added to its modern warehouse equipment. But even then the harbor was not big enough, so the port authorities planned $33,000,000 worth of improvements, including 3 miles of breakwaters, and 15 miles of quays.

In its early days, Marseille had few industries. To-day, while it still has one eye turned seaward in search of additional foreign trade, the other eye is on industrial plants of the city and the hinterland. Glances through the doorways of some

UMI

"built on" to the family dwelling, until a group of perhaps sixty relatives may be living beneath one roof.

Beograd, or Belgrade as the capital and chief city is known to the English-speaking world, occupies a strategic position at the meeting place of the Sava and the Danube, the kingdom's two most important rivers. Founded during the 3rd century B. C., it has been held by Celts, Romans, Huns, Goths, Bulgarians, Byzantines, Hungarians, Serbians, and Austrians. Other important Yugoslavian communities are: Zagreb (Agram), Subotica and Sarajevo—the latter, the place where the Archduke Ferdinand was assassinated, an event which led to the World War.

Note: For additional photographs, many of them in natural color, and data about Yugoslavia's customs, costumes, traditions, resources and industries, see: "Jugoslavia—Ten Years After," *National Geographic Magazine*, September, 1930; "The Danube, Highway of Races," December, 1929; "Dalmatian Days," January, 1928; "From England to India by Automobile," August, 1925; "Looking Down on Europe," March, 1925; and "The New Map of Europe," February, 1921.

Bulletin No. 1, October 29, 1934.

AUSTRIA
STYRIA
Klagenfurt
Maribor (Marburg)
Karawanken Mts
Julian Alps
SLOVENIA
Ljubljana
Kočevje
Rijeka
Fiume
CROATIA
Karlovac
Zagreb (Agram)
Varaždin
Čakovec
Osijek
SLAVONIA
Vinkovci
Brod
Slavonski Brod
Sisak
Banjaluka
Bihać
Una
Kupa
Kapela Mts
Velebit Mts
Dinaric Alps
Split (Spalato)
Šibenik (Sebenico)
Zara (Zadar)
Dugi Otok
Cherso
Quarnero
Quarnerolo
Trieste
Gorizia
Tarvisio
Klagenfurt
Villach
Mallnitz
Tauern
Salzburg
Linz
Passau
Munich
Innsbruck
Brenner Pass
Bolzano
Trento
Verona
Milan
Turin
Genoa
Nice
Marseilles
Corsica
Sardinia
Elba
Rome
Naples (Napoli)
Vesuvius
Benevento
Foggia
Barletta
Bari
Monopoli
Brindisi
Otranto
Gallipoli
Taranto
Cape Santa Maria di Leuca
Gulf of Taranto
Cape Spartivento
Messina
Strait of Messina
Reggio
Sicily
Palermo
Trapani
Marsala
Pantelleria
Malta
Valletta
Tripoli
Gulf of Sidra
Benghazi
Derna
Tobruk
Alexandria
Cairo
Suez
Port Said
Gulf of Suez
Red Sea
Mecca
Jidda
Aden
Gulf of Aden
Socotra
Cape Guardafui
Somaliland
Abyssinia
Addis Ababa
Harar
Dire Dawa
Jibuti
Gulf of Aden
Arabian Sea
Muscat
Gulf of Oman
Persian Gulf
Bahrein Islands
Bushire
Abadan
Basra
Euphrates
Tigris
Mesopotamia
Baghdad
Mosul
Nineveh
Kirkuk
Persia
Iran
Tehran
Caspian Sea
Lake Urmia
Tabriz
Kurdistan
Armenia
Erivan
Mt. Ararat
Black Sea
Batum
Trebizond
Sinope
Samsun
Constantinople
Bosporus
Sea of Marmora
Dardanelles
Gallipoli Peninsula
Smyrna
Gulf of Smyrna
Aegean Sea
Mytilene
Lesbos
Chios
Samos
Rhodes
Crete
Canea
Candia
Cyprus
Nicosia
Famagusta
Larnaca
Beirut
Damascus
Palmyra
Aleppo
Antioch
Alexandretta
Gulf of Alexandretta
Adana
Tarsus
Mersina
Konia
Cilicia
Taurus Mts
Cappadocia
Angora
Ankara
Eskisehir
Afyon Karahissar
Brusa
Mudania
Nicomedia
Nicaea
Adrianople
Dedeagatch
Gallipoli
Salonika
Gulf of Salonika
Mt. Olympus
Mt. Athos
Peninsula of Athos
Chalcidice
Strymon
Struma
Vardar
Monastir
Florina
Ochrida
Lake Ochrida
Prespa
Lake Prespa
Albania
Durazzo
Scutari
Lake Scutari
Montenegro
Cetinje
Antivari
Cattaro
Ragusa
Dubrovnik
Gravosa
Curzola
Lissa
Lesina
Zara
Sebenico
Spalato
Split
Brac
Hvar
Korčula
Cazza
Lagosta
Miljet
Pianosa
Ile di Pelagosa
Ile di Tremiti
Promontorio del Gargano
S. Severo

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Merapi, the "Smith" of East Indian Volcano Names

WHEN the cables recently flashed word that the volcano Merapi, in Netherland India (Dutch East Indies), was erupting again, geographers and former residents of the region wondered *which* Merapi it might be. There are at least three very active volcanoes in Netherland India bearing this "Smith" of volcano names. One is in Sumatra and two are in Java. Later reports stated that the Merapi of central Java was the one in action.

Newspaper editors were puzzled a few years ago when dispatches were received from two different places describing eruptions of two different volcanoes by the same name on the same day. As one of them was the Sumatra Merapi and the other was one of the Java Merapis, one may imagine the confusion in cable offices and copyreading rooms! Each eruption spread death and destruction over areas separated by more than a thousand miles.

Erupting volcanoes and devastating earthquakes occur so frequently in Netherland India that incidents relating to them must almost be in the "unbelievable" class to get into the news columns of daily papers.

Name Means "Fire Thrower"

Merapi is a favorite name for volcanoes in the Dutch East Indies because it means "fire-throwing." The Java peak, mentioned in the latest dispatches, is known to be constantly smoking. It was a sacred peak in Buddhist times, when cave temples were hewn in its solid rock sides. Nearby, at Magelang, the papers which, in 1811, delivered the Napoleonic possessions of Netherland India to England, were signed.

The district surrounding the Merapi (sometimes spelled "Marapi") in Sumatra includes the city of Padang, chief port of the west coast of Sumatra. Much of the finest "Java" coffee is grown in the fertile Sumatran fields around Padang and reaches the world's markets through this tropical city, or, more precisely, through its modern port of Emmahaven, twenty minutes distant by auto or train.

Padang has still many of the earmarks of a native village, despite its growth and the prosperity that the coal mines of the hills have brought. Native thatched huts are scattered throughout the city, while here and there a Dutch villa, surrounded by wide lawns, gives the landscape a European touch.

Horn-Roof Houses Recall Battle of Bullocks

Many of the huts are of the famous "horned-roof" type, so-called because the shape of the roof curves up to two points like the horns of a bullock. Tradition holds that when Sumatra and Java were once at war so many men were killed in battle that the natives agreed to let two bullocks decide the issue. The Sumatran bullock was the victor, and bullock horns have since been an emblem of triumph to the west islanders. Some of the "horns" are topped with metal which the natives keep polished to make them glisten in the sunlight.

In addition to "Java" coffee, Padang ships large quantities of rubber, tobacco, copra, edible birds' nests, rattan, tea and some gold and silver.

The third Merapi is situated at the extreme eastern tip of Java, an island built by volcanoes and constantly remade by them. Java has more volcanoes than any area of its size in the world. In a region about the size of New York State are crowded from 100 to 150 active and extinct craters.

UMI

of Marseille's industrial buildings reveal huge oil seed crushers, and soap and candle-making machinery. Thousands of tons of olive oil, pressed elsewhere, are sent here for refining and export. A recent census reported that there were more than 40 oil seed crushing plants and 50 soap factories.

Sufficient metal and engineering work is carried on in the city to employ about one-tenth of its industrial population. These industries produce locomotives, boilers, motor cars, hydraulic machinery and ship fittings. Sugar refineries, rice mills, textile and shoe factories, macaroni and chemical plants employ many of Marseille's nearly 600,000 residents.

Among the rocky, fortified islands in the bay is the *Château d'If,* immortalized through Alexander Dumas' novel "The Count of Monte Cristo." A narrow stairway, cut in the rock, leads up from a stone landing, and tourists may visit the fortress built in 1529 and long used as a state prison. The dungeons occupied by Mirabeau, the famous orator of the French revolution, and by Duc Louis Philippe of Orleans still sends shivers down the spines of callers.

The city has given its name to the national anthem of France, "The Marseillaise," which was first sung by a band of revolutionaries from Marseille en route to Paris in 1792. Marseille also is the creator of *bouillebaisse,* the famous French soup, consisting of many kinds of fishes, herbs, and garlic.

Note: For supplementary pictures and references to southern France consult: "Across the Midi in a Canoe," *National Geographic Magazine,* August, 1927; "Carnival Days on the Riviera," October, 1926; "The Coasts of Corsica," September, 1923; "Camargue, The Cowboy Country of Southern France," July, 1922; and "The Beauties of France," November, 1915.

Bulletin No. 2, October 29, 1934.

© National Geographic Society

IN MARSEILLE'S *VIEUX PORT* OLD SAILING SHIPS FIND A HAVEN

Crowning a 500-foot hill in the background is the beautiful church of Notre Dame de la Garde, which serves as a landmark for sailors approaching the harbor from the Mediterranean. The Old Port has been in use since 600 B. C., when Greek galleys from Asia Minor took refuge there.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

An Air Pilgrimage to the Birthplace of Aviation

ONE of the events of the first American convention of the *Fédération Aéronautique Internationale,* the world-governing body of record and sport flying, was an aërial pilgrimage from Washington, D. C., scene of the sessions, to Killdevil Hill, Kitty Hawk, North Carolina, the birthplace of aviation.

Some sixty pioneers of flying, representing a score of nations, took off from Bolling Field in eight modern planes, circled the Wright Memorial on the sand dunes of Kitty Hawk, and dropped a wreath in tribute to the men who, on the morning of December 17, 1903, first flew in a power-driven, heavier-than-air machine.

For a quarter of a century Killdevil Hill remained the bleak, isolated sand dune it was when the Wright brothers chose it as the setting for one of history's greatest moments. To-day, however, a handsome stone memorial crowns the top of the dune, and the "Banks"—those narrow spits of sand that trickle down the eastern coast of North Carolina—can be reached by motor car as well as by boat and plane.

Hill Has "Walked" About 700 Feet

The new memorial, strictly speaking, does not mark the exact spot where man first took to the air. Killdevil Hill has "walked" about 700 feet in 31 years, and the geographical take-off point near its former location is designated by a granite boulder on a nearly level stretch of sand. This boulder, and an explanatory bronze tablet, were dedicated on the 25th anniversary of the first flight, in 1928.

To prevent the 91-foot high Killdevil Hill from continuing its southward stride with every passing windstrom, wire grass and other native vegetation, nourished by leaf mold, were planted on its steep slopes, and to-day the roving sandhill is securely "anchored." Its march toward oblivion in Albemarle Sound has been halted.

Standing out clearly on its eminence and overlooking both the open Atlantic and Albemarle Sound, the new winged pylon is a striking tribute to the genius of two pioneers in aviation. The structure itself is 60 feet high and its top rises 151 feet above the nearby sea (see illustration, next page). The gleaming white exterior of the pylon is North Carolina granite, and the interior is lined with warm pink granite.

Steel Map of Epoch-making Flights

On the polished steel doors of the memorial the flight of fowl, the myth of Icarus, experiments with kites, and other events in the history of aviation are depicted in relief. Within, are niches in the walls for proposed bronze busts of the Wright brothers. Another unusual feature of the interior is a rustless and untarnishable steel map of the outstanding airplane flights of the first 25 years of aviation.

Spiral stairs lead up the tapering shaft of the pylon to a gallery at the top, where a powerful aviation beacon flashes a friendly beam far out on land and sea. The base of the memorial is in the shape of a five-pointed star, and across the front of the pylon are deeply carved the names "Wilbur Wright" and "Orville Wright," and the line "In Commemoration of the Conquest of the Air."

UMI

A volcano is not always considered a calamity in Java. In fact most of the larger towns and cities of the island nestle around the feet of active craters. Much of the prosperity of the island is due to the constant enriching of its soil by material coughed from these great smokestacks, and from the medicinal value of the hot mineral springs and highland resorts along their slopes.

Eastern Java is a region little-known to Europeans. The railway line that traverses the middle of the island from end to end has its terminus at Banjoewangi, a small town in the very shadow of Mount Merapi. This line passes near Tosari, the best health resort in Java, and the great so-called Sand Sea, a hollow, diamond-shaped tract of gray sand and ash, obviously an enormous extinct crater.

The Sand Sea, with the shadows of the nearby conical peaks reflected on it, resembles the surface of the moon seen through a telescope. It is an eerie spot when gray clouds of smoke rise in long columns from surrounding active peaks and the sounds from these craters is heard under the earth like the rumblings of distant thunder.

Note: See also "The Greatest Voyage in the Annals of the Sea," *National Geographic Magazine*, December, 1932; "Island of Nias, At the Edge of the World," August, 1931; "Among the Hill Tribes of Sumatra," February, 1930; "Through Java in Pursuit of Color" and "Into Primeval Papua by Seaplane," September, 1929; "Artist Adventures on the Island of Bali," March, 1928; "Around the World in the *Islander*," February, 1928; and "Stalking the Dragon Lizard in the Island of Komodo," August, 1927.

Bulletin No. 3, October 29, 1934.

Photograph by Alice Schalek

WOMEN TEA PICKERS RETURNING FROM THE FIELDS

Although Sumatra raises much of the finest "Java" coffee that reaches the market, it also exports large quantities of tea. These workers are carrying fragrant leaves in huge hampers to the packing houses. The low shrubs in the background are tea bushes.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Catalonia, the Workshop of Spain

RESTLESS Catalonia (Cataluña) made another bid for independence during the nation-wide disorders that swept Spain recently. Municipal councils in some 14 cities and 80 villages adopted resolutions favoring a separate Catalan republic, but the movement collapsed when troops loyal to the Central Government bombarded government offices in Barcelona, and arrested Catalan leaders. More than 200 were killed in street fighting throughout the state.

Catalonia is better known to the outside world as the Spanish State of which Barcelona is the capital and chief city. It was an independent country long before Spain and France became well-knit nations, and, although the portion of the old Catalonian State south of the Pyrenees has been a division of Spain since the time of Columbus, the memory of absolute independence lingers.

Two years ago the Spanish Cortes granted autonomy (home rule) to Catalonia, and the right to have its own Parliament. But nothing short of a complete severance of all bonds is desired by some Catalan political leaders.

Several Languages Spoken

The Iberian or Spanish Peninsula seems a corner of Europe shut off from the rest of the continent by the Pyrenees, and the whole is popularly considered much alike, save for the western part, which is Portuguese. Spain, however, like France, Italy and Germany, is a union of many different parts, or feudal states, some of which have little in common. At least three languages and a score of dialects are in general use in Spain to-day.

While Spanish and Catalan are the official tongues in Catalonia, the idiom of the people is Catalan, a separate romance language different from Spanish and French. It is one of the harshest of Romanesque tongues, yet the Catalan employs it to write poetry and scientific works. French is also spoken extensively near the border.

Catalonia is the workshop of Spain. It claims to pay nearly 80 per cent of the nation's tax bills, and the annual income of this single province is reported to be two-thirds that of the entire nation. Although Catalonia covers only one-sixteenth of the area of Spain, it supports one-tenth of the population. Little wonder, then, that the Madrid Government first considers the Catalan problem when trouble looms. Several destroyers were sent to Barcelona's harbor and troops were rushed from all parts of Spain during the recent uprising.

Catalans Proud of Progress

There is an old Spanish proverb, "A Catalan can turn stone into bread."

Catalans are proud of that proverb. Work is raised to a high dignity in Catalonia. The Catalan does not envy Granada, or Toledo, or Seville, or Córdoba their reputation as quaint spots where the Middle Ages linger unashamed. He lives in the bustling present. He is proud of Barcelona's rows of workingmen's houses, smokestacks, and shipyards.

Modern machinery can be found on Barcelona's docks. In Catalan mines the latest advances in mining engineering are employed. The Ebro, which drains the whole south flank of the Pyrenees, is dwindling to a creek because of the rapid extension of irrigation. The Catalan's close link with the progressive world has made Barcelona Spain's glass of fashion and the second city of the nation.

UMI

New Bridge to Mainland

When the Wrights first came to Kitty Hawk these lonely, storm-lashed dunes could be reached only by boat, but to-day an improved motor road, called the Virginia Dare Highway, runs down a narrow peninsula from Sligo, North Carolina, and crosses Currituck Sound on a new toll bridge, named in honor of the Wrights.

The roadway continues southward along the Banks to connect with historic Roanoke Island, birthplace of Virginia Dare, the first white child born of English parents in North America.

Note: For other photographs of the Wright Memorial and the Kitty Hawk region consult: "Bit of Elizabethan England in America," *National Geographic Magazine*, December, 1933; and "Motor Coaching Through North Carolina," May, 1926.

See also: "Flying," May, 1933; "Air Conquest: From the Early Days of Giant Kites and Birdlike Gliders, the National Geographic Society Has Aided and Encouraged the Growth of Aviation," August, 1927; and "On the Trail of the Air Mail," January, 1926.

Bulletin No. 4, October 29, 1934.

THE BIRTHPLACE OF MODERN AVIATION

A winged pylon of North Carolina granite rises from the summit of Killdevil Hill, North Carolina, to commemorate the conquest of the skies by a machine heavier than air, and a powerful aviation beacon in the top shines far out on land and sea.

Catalonia has a flag, too. It is a yellow banner with four diagonal red stripes. There is a story concerning the design. A dying Catalan hero drew his bloody fingers across his yellow scarf and gave it to his countrymen for a standard. While the banner, until recently, did not appear often in public, it was introduced in coat lapels, automobile radiator caps and insignia for athletic teams.

Note: See also "Barcelona, Pride of the Catalans," *National Geographic Magazine*, March, 1929; "Montserrat, Spain's Mountain Shrine," January, 1933; "By Seaplane to Six Continents," September, 1928; "Looking Down on Europe," March, 1925; and "The Battle-Line of Languages in Western Europe," February, 1923.

Bulletin No. 5, October 29, 1934.

HOW TO OBTAIN GEOGRAPHIC NEWS BULLETINS

School Service Department,
National Geographic Society,
Washington, D. C.

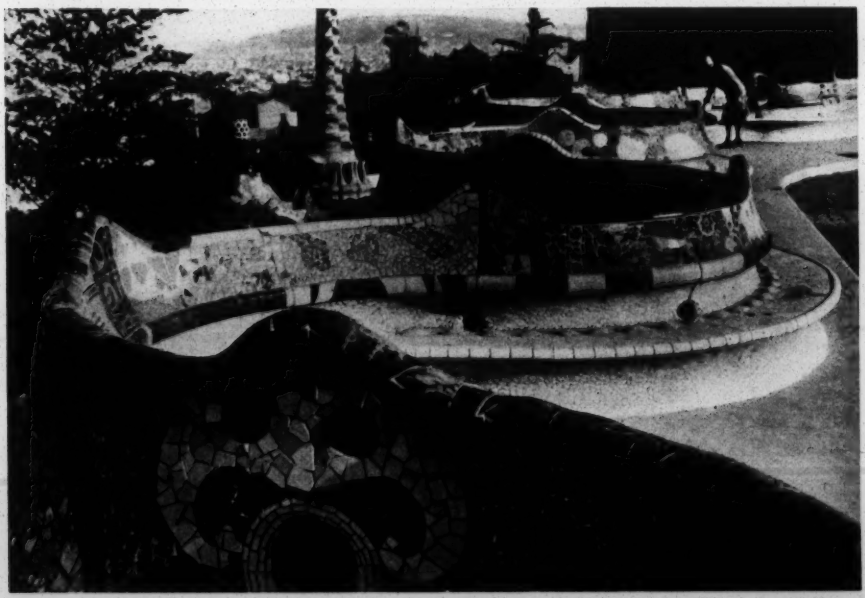
Kindly send ..... copies weekly of the GEOGRAPHIC NEWS BULLETINS, for classroom use, to

Name .....

Address for sending Bulletins .....

City ..... School ..... grade

Enclose 25 cents for each annual series of Bulletins. These Bulletins are prepared wholly as a service to schools. Because of the cost of preparation they can be supplied only to teachers at the price named.



Photograph by Holmes from Galloway

CATALONIA HAS PIONEERED IN MODERN DESIGN

Rococo tile benches brighten the Parque Güell, Barcelona. Waving lines are features of the Catalan modernistic style of architecture, carried out in apartment and business buildings, and in Barcelona's fantastic new cathedral.

UMI